

(ESTABLISHED 1881.)

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Intimations.

THE MITSUI BÜSSAN KAISHA
(MITSUI & Co.)

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.
LONDON BRANCH:—34, LIME STREET, E.C.
HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:
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Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenals and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamamoto and Ida Coki Mines; and
SOLE AGENTS for Fujimoto, Hokoku, Honda, Ichimura, Kanada, Mameda, Mameda, Minoura
Onoura, Otsuji, Sasahara, Teubakuro, Yoshinotani, Yoshio, Yunokibara and other Coals.
45] S. MINAMI, Manager, Hongkong.

D. NOMA, TATTOOER,
60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 33 years' experience in 'TATTOOING' is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. M. The Emperor of Russia, both honoured me with their patronage; besides many other persons of rank and distinction. My charges are guaranteed and are attested by 1,200 Recipients.

of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3700 recommendations which I have received from all sources.
Hongkong, 16th November, 1904

NIKKO CO. GREEN ISLAND CEMENT COMPANY LIMITED

WHOLESALE AND RETAIL DEALERS,
in all kinds of
PORTLAND CEMENT.

JAPANESE FINE ART CURIOS, TEA SETS, and SATSUMA WARE.
In Casks of 375 lbs. net \$4.75 per Case
ex Factory.
At Moderate Prices.
In Bags of 250 lbs. net \$2.80 per Bag

Orders Promptly Executed.
No. 5, ARSENAL STREET,
HONGKONG.

Hongkong, 28th April, 1906. [510] Hongkong, 30th September, 1905. (16)

HONGKONG HOTEL

HONGKONG HOTEL

FIRST CLASS AND UP-TO-DATE.

Hongkong, 15th March, 1966

HOTEL CRAIGIEBURN

PLUNKET'S GAI, the PEAK, near the TRAN TERMINUS, Tel. 56.
For Terms, &c., apply to the
MANAGER.

Hongkong, 2nd July, 1900. [31]

VICTORIA HOTEL MACAO HOTEL

VICTORIA HOTEL, SHAMEEN, CANTON, ON THE BRITISH CONCESSION.

BOTH HOTELS UNDER EXPERIENCED EUROPEAN MANAGEMENT

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND
TOURISTS.

ORIENTAL HOTEL OCCIDENTAL
MACAO. HOTEL.

A FIRST CLASS HOTEL situated in the
Centre of Praya Grande with splendid
view of the Harbour.

EXCELLENT CUISINE.

LARGE AND LOFTY ROOMS,
Elegantly Furnished.

LARGE AND LOFTY ROOMS,
Elegantly Furnished.
EXCELLENT CUISINE.
WINES AND SPIRITS of the best quality.
BILLIARD TABLE the best in the Far East.

EVERY COMFORT FOR RESIDENTS AND
TOURISTS.

EVERY COMFORT FOR RESIDENTS AND TOURISTS.

For Terms, &c., apply to—
THE MANAGER.
Macao, 16th October, 1904. [29

EVERY ROOM.

EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOON.

Hongkong, 19th May, 1904. [30

CARLTON HOUSE HOTELS	KING EDWARD HOTEL.
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<p>CARLTON HOUSE</p> <p>HOTELS,</p> <p>Nos. 8 and 10, Ice House Road.</p>	<p>KING EDWARD</p> <p>HOTEL.</p> <p>A HIGH CLASS PRIVATE HOTEL.</p>
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ELEGANTLY FURNISHED ROOMS.

ELEGANTLY FURNISHED ROOMS.
COMFORT OF RESIDENTS AND THE CUISINE

SPECIALITIES.
For terms, apply to—

SPECIALITIES.
For terms, apply to—
THE PROPRIETOR.
Hongkong, 7th May, 1906. [519]

100

1

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM," 2,353 tons, Captain H. D. Jones.
 "POWAN," 2,338 " " W. A. Valentine.
 "FATSHAN," 2,260 " " R. D. Thomas.
 "HANKOW," 3,073 " " C. V. Lloyd.
 "KINSHAN," 1,995 " " J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8.30 A.M., 3.30 P.M. and 5.30 P.M. (Sunday excepted).
 These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,998 tons, Captain G. F. Morrison, R.N.R.
 Departures from Hongkong to Macao on week days at 2 P.M., except when otherwise notified by Express.
 Sunday Special Excursions leaving Hongkong at 9.30 A.M., and a second departure about 7 P.M.

Note:—During the summer months the time of leaving fluctuates to suit the tide at Macao. See special Summer Time-table.
 Departures from Macao to Hongkong on week days at 8 A.M. On Saturdays a second departure, about 7 P.M. On Sundays, about 3 P.M. (See special Express.)

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,119 tons, Captain T. Hamlin.
 This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K. & C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, Captain J. Wilcox.
 "NANNING," 569 " " C. Bulchart.
 One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yanki, Mahning, Kumchuk, Kau-Kong, Samshui, Howlik, Shin-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

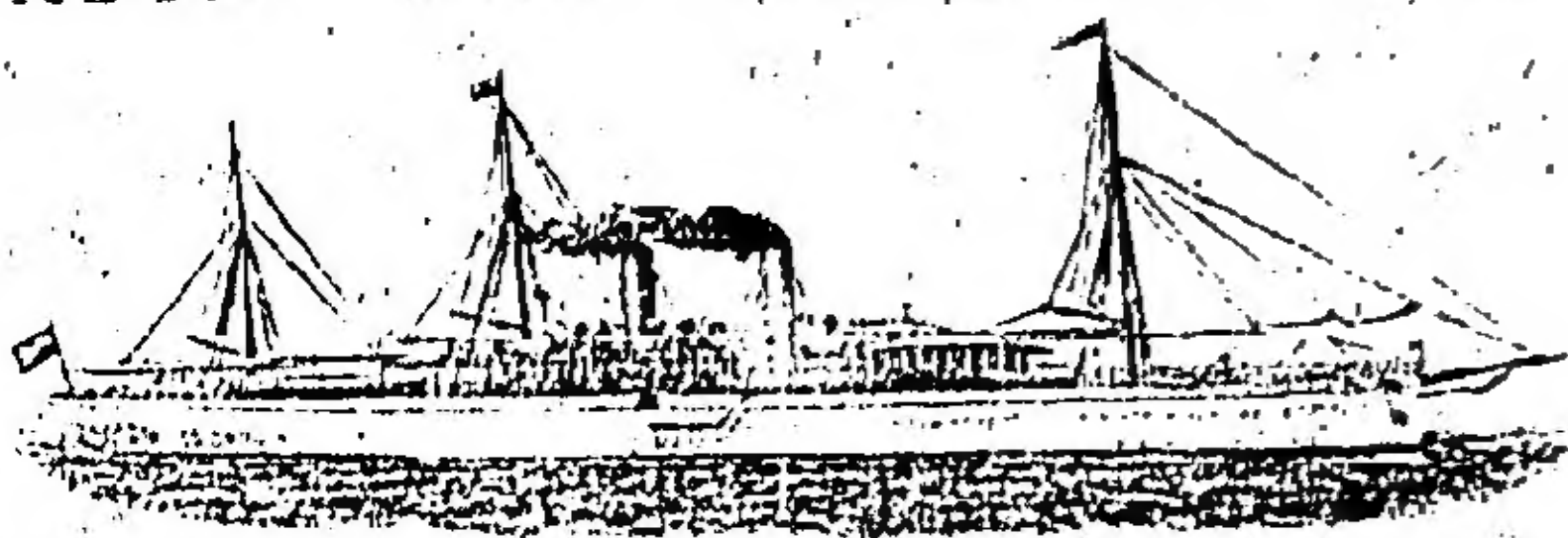
FARES:—Canton to Wuchow.....Single \$15.00. Return \$25.00.
 Canton to Tak Hing.....Single \$12.50. Return \$21.00.
 Canton to Samshui.....Single \$7.50.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—
 HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
 Hotel Mansions, (First Floor) opposite the Hongkong Hotel,
 Or of BUTTERFIELD & SWIRE,
 Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 23rd July, 1906.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of 12 Days across the Pacific is the "Empress Line." Saving 3 to 7 Days Ocean Trial.

12 Days YOKOHAMA TO VANCOUVER. 21 Days HONGKONG TO VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPRESS OF CHINA"	6,000	WEDNESDAY, August 1	August 22
"TARTAR"	4,425	WEDNESDAY, August 8	September 1
"EMPRESS OF INDIA"	6,000	WEDNESDAY, August 22	September 13
"ATHENIAN"	3,440	WEDNESDAY, September 5	September 29
"EMPRESS OF JAPAN"	6,000	WEDNESDAY, September 19	October 10
"MONTAGLE"	6,163	WEDNESDAY, October 3	October 27

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the COMPANY'S PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Hongkong to London, 1st Class.....via St. Lawrence £60. via New York £62.
 Hongkong to London, Intermediate on Steamers, and 1st Class Rail.....£40. £42.

R.M.S. "MONTAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Navy, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to D. W. CRADDOCK, Acting General Agent, Cornhill Pedder Street and Praya, opposite Blaks Pter. 13

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
 Captain T. AUSTIN, R.N.R.

THIS Steamer departs from Hongkong on Week Days and on Sundays, at 7.30 A.M., and returns from Macao at 2.30 P.M., as on Week Days.

FARES:—Week Days, 1st Class, including Cabin and servant, Single \$3; Return Ticket, \$5; 2nd Class, \$1; 3rd Class, 50 cents.

SUNDAYS ONLY.

1st Class—Single, \$1; with Cabin, \$2.
 1st Class—Return, \$2; with Cabin, \$3.
 3rd Class—Single, 40 cents; Return, 60 cents.
 Steerage—20 cents each trip.

All Meals can be supplied on Board at \$1 each Meal.

First Class Passengers, who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day.

The Steamer is lit throughout by Electricity. The Steamer's wharf at Hongkong is at the Western end of Wing Lok Street.

SAM WANG CO.

Hongkong, 22nd June, 1906.

STEAM TO CANTON.

THE New Twin-Screw Steel Steamers

Tons Captain
 "KWONG CHOW" 1,309 T. R. MEAD.
 "KWONG TUNG" 1,238 H. W. WALKER.
 Leave Hongkong for Canton at 9 every evening (Saturday excepted).
 Leave Canton for Hongkong about 5.30 o'clock every evening (Sunday excepted).
 These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey...\$4
 Meals.....\$1 each.

ALSO

Excursions to MACAO every SATURDAY, at 6 P.M., and every SUNDAY at 8 A.M., returning on SUNDAY at 10 A.M. and 6.30 P.M.

FARES:
 1st Class single \$1 with cabin berth.....\$2.00
 return \$2.....\$3.00
 2nd Class single \$0.80, return.....\$1.50
 Breakfast, Tiffin and Dinner \$1.00 each.

The Wharf in Hongkong is nearly in front of the new Western Market, opposite the old Harbour Office.

SHIU ON S.S. CO., LD., and

YUEN ON S.S. CO., LD.,

No. 8, Queen's Road West.

Hongkong, 13th July, 1906.

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR
 SINGAPORE, PENANG, COLOMBO, ADEN, SUZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.
 Steamers will also call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

Taking Cargo on Through Bills of Lading for all European, North and South American Ports.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
BAYERN	WEDNESDAY, 1st August.
PRINZ REGENT LUITPOLD	WEDNESDAY, 15th August.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 29th August.
SACHSEN	WEDNESDAY, 12th September.
PRINZ HEINRICH	WEDNESDAY, 26th September.
GNEISENAU	WEDNESDAY, 10th October.
PRINZ LUDWIG	WEDNESDAY, 24th October.
PRINZESS ALICE	WEDNESDAY, 7th November.
PREUSSEN	WEDNESDAY, 21st November.

ON WEDNESDAY, the 1st day of August, 1906, at Noon, the Steamship BAYERN, Captain Forster, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.
 Shipping Orders will be granted till Noon, on MONDAY, the 30th July, Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 31st July, and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 31st July.
 Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.
 The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR	\$61. 0. 0	\$42. 0. 0	\$22. 0. 0
Return	91. 0. 0	63. 0. 0	33. 0. 0
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65. 0. 0	44. 0. 0	24. 0. 0
Return	97. 0. 0	66. 0. 0	36. 0. 0
TO NEW YORK VIA SUEZ	61. 0. 0	44. 0. 0	26. 0. 0
VIA NAPLES, GENOA OR GIBRALTAR	115. 0. 0	79. 0. 0	47. 0. 0
Return	68. 0. 0	46. 0. 0	27. 0. 0
VIA BREMEN OR SOUTHAMPTON	123. 0. 0	83. 0. 0	49. 0. 0

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland the SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE TO CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

Interruption of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration.)

STEAMERS.	Tons.	SAILING DATES.
WILLEHAD	4,763	TUESDAY, 21st August.
PRINZ WALDEMAR	3,227	TUESDAY, 18th September.
PRINZ SIGISMUND	3,303	TUESDAY, 16th October.

ON TUESDAY, the 21st day of August, 1906, at Noon, the Steamship WILLEHAD, Capt. Obenauer, with Mails, Passengers and Cargo, will leave this port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class	1st Class	2nd Class
TO MANILA	\$50.00	\$30.00	\$20.00	Return \$80.00	\$50.00
TO NEW GUINEA	\$28.00	\$18.10	\$14.00	Return \$42.00	\$27.15
TO BRISBANE	\$30.00	\$20.00	\$14.00	Return \$54.00	\$36.00
TO SYDNEY	\$33.00	\$23.00	\$15.00	Return \$59.10	\$41.10
TO MELBOURNE	\$34.10	\$24.10	\$16.00	Return \$62.50	\$44.50
TO YOKOHAMA	\$80.00	\$60.00	\$40.00	Return \$170.00	\$120.00
TO KOBE	\$95.00	\$70.00	\$50.00	Return \$170.00	\$120.00
TO YOKOHAMA & back from KOBE to HONGKONG	\$140.00	\$100.00			

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer	\$97. 0. 0
TO EUROPE VIA AUSTRALIA AND AMERICA	96. 0. 0

From Australia to New York via Vancouver by the C. P. R. Co's steamers, or via San Francisco by the O. S. S. Co's Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR	STEAMERS	ABOUT
YOKOHAMA & KOBE	WILLEHAD	WEDNESDAY, 1st August.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PRINZ EITEL FRIEDRICH	WEDNESDAY, 1st August.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	SACHSEN	WEDNESDAY, 15th August.

* Reaching Yokohama in less than 6 days.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG.

VIA VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co's steamers, P. M. S. S. Co., O. & Q. S. S. Co., T. K. K. and from NEW YORK to EUROPE by the magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
TO LONDON VIA PLYMOUTH OR SOUTHAMPTON	\$62. 0. 0
TO BREMEN	63. 10. 0
TO PARIS VIA CHERBOURG	65. 0. 0
TO NAPLES, GENOA VIA GIBRALTAR	65. 0. 0

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,

AGENTS

Hongkong, 23th July, 1906.

Installations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80.5 ft. bottom 45.8 ft. Water on blocks, 28.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the Bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 506, or 681

Telegrams: "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Sootts, A. I. and Watkins.

Yokohama, May 23rd, 1905.

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"MINIMAX" HAND

FIRE EXTINGUISHER

MINIMAX SYNDICATE, LIMITED.
 LONDON, NEW YORK, BERLIN, HAMBURG, PARIS, VIENNA, MILAN, COPENHAGEN, ANTWERP, &c.

F. BLACKHEAD & CO.,

LOCAL AGENTS.

The most effective of all Hand Fire Extinguishing Apparatus.
 NO PUMPS. NO HOSE. AUTOMATIC.
 Extinguishes Oil, Varnish, Kerosine Oil, Tar, Benzine.
 Guaranteed to remain in working order for any length of time.
 SIMPLEST HANDLING.

Drive in the Knob and the apparatus is in action immediately, sending Spray nearly 40 feet.

Is Self-acting. Extinguishes all smoke. Can be used by anyone, even lady or child. Minimum of Price, Weight and Size.

Always ready for immediate use. Requires only one hand to hold. Weighs only 11 lbs. when full. Maximum of simplicity and effect.

"MINIMAX"

Hongkong, 10th May, 1905.

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EYES RIGHT!



N. LAZARUS, OPHTHALMIC OPTICIAN.

3, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.
 Ask, or write, for Illustrated Booklet on "Defective Sight"—free.
 LONDON, CALCUTTA, SHANGHAI.
 21, John Street, Bedford Row, W.C. 59, Bentinck Street. 566, Nanking Road.
 Hongkong, 27th November, 1905.

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WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-KUNGMOON AND KAUKONG LINES.

S.S. "TAK HING."
 SAILS every SUNDAY, TUESDAY, and THURSDAY, at 7 P.M., for the above Ports.
 THE ROUND TRIP OCCUPIES ONLY 36 HOURS.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."
 SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 54 DAYS.
 THE steamers sail from HONGKONG to SAHSHUI, SHUHING, TAKHING and WUCHOW. They pass through the Canton delta, and a steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip.....\$30
 These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.
 For further information, apply to—

BUTTERFIELD & SWIRE,

AGENTS.

WEST RIVER BRITISH S.S. CO.,

HONGKONG.

Hongkong, 23rd December, 1905.

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JAVA-CHINA-JAPAN LINE.

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS	JAPAN	Second half July	JAVA PORTS	First half August
TJILATJAP	JAVA	Second half July	JAPAN PORTS	First half August
TJIMAH	JAVA	Second half August	JAPAN PORTS	Second half August
TJILIWONG	JAPAN	Second half August	JAVA PORTS	Second half August

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to
 THE HEAD AGENCY
 OF THE JAVA-CHINA-JAPAN LINE.

Telephone No. 375.
 YORK BUILDINGS, 1st Floor.
 Hongkong, 10th July, 1906.

[15]

Wm. POWELL, LTD., GENERAL FURNISHERS, HONGKONG.

SOLE AGENTS

for

Hongkong, China,

and Japan.

ADDISON'S

PATENT

PORTABLE

SANITARY

COMMODE

Hermetically Sealed.

Specially adapted
for hot climates.

The ACME of

CLEANLINESS.

Stocked in

Four Qualities.

No. 1.—Fitted with Mahogany Polished Top, Nickel-Silver Fittings, and White Enamelled Pail.

Price \$21.50.

No. 2.—Fitted with Mahogany Polished Top, Brass Fittings, and White Enamelled Pail.

Price \$18.50.

No. 3.—Fitted with Stained Walnut and Brush Polished Hardwood Top, Brass Fittings and White Bath Enamelled Pail.

Price \$14.75.

No. 5.—Fitted with Mahogany Stained and Brush Polished Hardwood Top, Brass Fittings and Electro-Galvanized Pail, very serviceable and acid resisting.

Price \$14.60.

Wm. POWELL, Ltd.,
Alexandra Buildings,
HONGKONG.

Hongkong, 19th July, 1906.

Intimations.

K. A. J. CHOTIRMALL & CO.,
8, D'AGUIAR STREET.

NEWLY OPENED SILK STORE.

Indian, Chinese and
Japanese Silk Goods.

Just Arrived.

SOCKS (Linen) 'LADIES' AND
GENTLEMEN'S.
GENTLEMEN'S SILK UMBRELLAS.
SILK KIMONOS, LADIES' BLOUSES
AND SHAWLS.

SANDALWOOD BOXES (INLAIN)
HANDKERCHIEF BOXES, GLOVE
BOXES.

MONEY BOXES, &c.
LINEN HANDKERCHIEFS, JAVA
SHIRTS.

MANDARIN COATS, COTTON
SHIRTS.

SILK LACE SCARFS AND SHAWLS.

Prices exceptionally cheap.

Inspection earnestly solicited.

Hongkong, 28th May, 1906. [530]

COLD STORAGE.

THE HONGKONG ICE COMPANY,
LTD., have now 40,000 Cubic feet of
COLD STORAGE available at EAST POINT.
Stores will be Open at 10 A.M. and 4 P.M.
daily, Sunday excepted, to receive and deliver
perishable goods.

WM. PARLANE,
Manager.

Hongkong, 22nd June, 1906. [71]

F. BLACKHEAD & CO.,
SHIP CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTOR
AND GENERAL COMMISSION
AGENTS.

GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG.
SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE
COMPOSITION, RED HAND
BRAND, HARTMANN'S GREY-PAINT,
DAIMLER'S PATENT MOTOR
LAUNCHES,
&c., &c.

SOLE AGENTS FOR
FRIGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.

EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK.

REASONABLE PRICES.
Hongkong, 7th March, 1906. [6]

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.

司公隆廣李

CABINET-MAKERS AND ART DECORATORS,

from Shanghai, has re-opened their

FURNITURE STORE

at

No. 35, DES VŒUX ROAD CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE

of every description can be made to

order in any design required.

Have been patronised by the Hongkong Club,

Hongkong Hotel, Telegraph Co., Messrs. A.

S. Watson & Co., Ltd., Firms and other leading

Establishments in the Colony, to whom refer-

ence may be made as to the Superior Work-

manship and Materials of the Furniture, &c.,

supplied.

Messrs. A. S. Watson & Co., Ltd. write as

follows:—

"We have pleasure in stating that Mr. LI

KWONG LOONG furnished the Annex to

our Dispensary and gave us every satis-

faction."

(Sd.) A. S. WATSON & Co., Ltd.

ORDERS punctually attended to, and

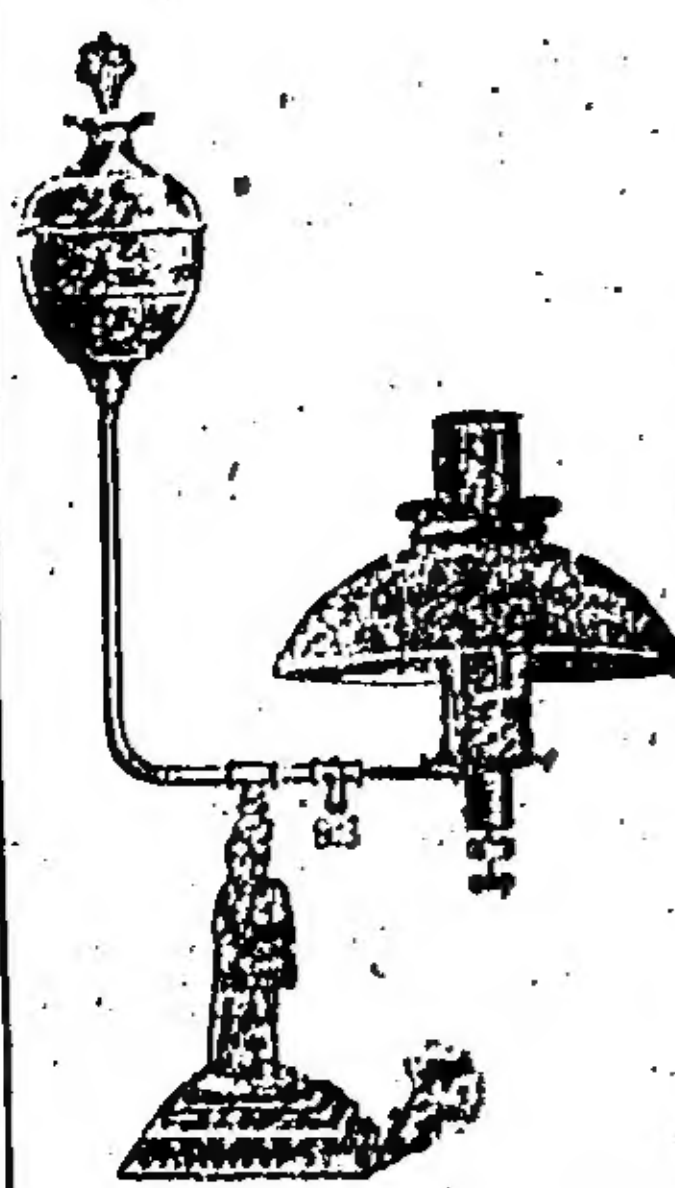
CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 1st March, 1906. [706]

For Sale.

FOR SALE.



WELSBACH'S
IN-DOOR
OUT-DOOR
4-LIGHT
GAS ARC
LAMPS,
DO. BOXED
LIGHTS,
DO. HARP
LAMPS,
DO. MAN-
TLES, CHIM-
NEYS, GLO-
BES, SHA-
DES, &c., &c.,
and INCAN-
DESCENT
GASOLINE
LAMPS of all
descriptions
from best
makers.
NAPHTHAOL
the best kind
for GASOL-
INE LAMPS
and GASOL-
INE EN-
GINES, kept
in stock.

TAI KWONG CO.,

109, Des Vœux Road Central.

Hongkong, 3rd July, 1906. [59]

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions
from the Official Administrator, to sell by
PUBLIC AUCTION,

For Account of the Estate of the late
H. W. MERRILL,
TO-MORROW,
the 26th July, 1906, at 2.15 P.M. at No. 4,
Conduit Road,

THE WHOLE OF THE
HOUSEHOLD FURNITURE
THEREIN CONTAINED,

ALSO
PHOTOGRAPHIC CAMERAS, APPARA-
TUS AND CHEMICALS.

(Particulars from Catalogue).
TERMS—As usual.

HUGHES & HOUGH,
Government Auctioneers.

Hongkong, 25th July, 1906. [761]

PUBLIC AUCTION.

THE Undersigned have received instructions
from the CAPTAIN SUPERINTENDENT OF
POLICE, to sell by
PUBLIC AUCTION,

ON
FRIDAY,
the 27th July, 1906, at 11 A.M., at the
Central Police Station's Compound,

A QUANTITY OF
UNCLAIMED AND CONFISCATED
GOODS,

Comprising:—
OLD METALS, RICE, SUGAR, CHINESE
CLOTHING, CARPENTERS' TOOLS,
SANDALWOOD, 200 lbs. GYPSUM, 140 lbs.
RAW OPIUM, &c., &c.;

ALSO
7,000 Rounds of ASSORTED AMMU-
NITIONS, 40 Boxes PERCUSSION CAPS and
12 REVOLVERS.

AND
A QUANTITY OF CONDEMNED STORES.

N.B.—The Arms and Ammunitions can only
be sold to Licensed Arms Dealers.

TERMS—As usual.

HUGHES & HOUGH,
Auctioneers to the Government.

Hongkong, 24th July, 1906. [76]

To Let.

TO LET.

HOUSES in MORRISON HILL GAP ROAD,
4 Rooms with necessary Bathrooms and
Servants' Quarters. Cheap Rentals.

EUROPEAN FLATS in "WILD DELL"
BUILDINGS, No. 147, Wanchai Road. Each
suite contains Bathroom and Kitchen. Very
Low Rent.

GODOWN, No. 9, "WILD DELL" BUILD-
INGS.

Apply to—
PERCY SMITH & SETH,
Accountants and Auditors, &c.,
5, Queen's Road Central.

Hongkong, 24th July, 1906. [767]

TO LET.

TWO GODOWNS at East Point, close to
the Water, suitable for the storage of
any Cargo.

Floor Area 6,100 square feet each.
Apply to—
JARDINE, MATHESON & Co.,
Hongkong, 20th January, 1906. [147]

HOTEL MANSIONS.

ROOMS TO LET on the 4th Floor, Un-
furnished, as Offices or Chambers.

Apply to—
THE SECRETARY,
Hongkong Hotel Co., Ltd.,
Hongkong, 9th July, 1906. [714]

SHAMEN, CANTON.

TO LET.

NO. 2 WEST END TERRACE.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.,
Hongkong, 5th July, 1906. [703]

TO LET.

"HAYTOR" THE PEAK.
Immediate Possession.

OFFICES in KING'S BUILDING and
YORK BUILDING.

GODOWNS on PRAYA EAST.
A HOUSE in CLIFTON GARDENS, Con-
duit Road.

A HOUSE in RYON TERRACE.
FLATS in MORRISON TERRACE.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.,
Hongkong, 1st June, 1906. [71]

TO LET.

NO. 15, KNUTSFORD TERRACE,
KOWLOON.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.,
Hongkong, 30th December, 1905. [74]

TO LET.

NO. 16, HOLLYWOOD ROAD, and
2, OLD BAILEY.

Apply to—
ARRATON V. APCAR & Co.,
45, Wyndham Street.
Hongkong, 2nd July, 1906. [694]



TRADE BETWEEN JAPAN AND CANADA.

THE NEW COMMERCIAL TREATY.

The conclusion of a treaty between Japan
and Great Britain enabling Canada to partici-
pate in the Anglo-Japanese Commercial Con-
vention has elicited expression of satisfaction
from the vernacular Press, remarks—the
Japan Chronicle. The Jiji Shimpu observes
that the only British colonies that were
admitted into participation of the Anglo-
Japanese Convention were Newfoundland,
Natal and Queensland, while other colonies
and dependencies, despite the fact that some
of these have close trade relations with Japan,
have remained in the position of non-treaty
countries. It is evident, however, that in these
days of commercial activity the isolated posi-
tion assumed by these colonies is in neither
their own or Japan's interest. In March last
year India came under the Commercial Con-
vention and Canada has now followed. Canada,
unlike India, has been known as pursuing an
extreme protective policy, and though it was
remedied to a certain extent by the tariff reform
of 1897 her tariff still remains very high. More-
over, since the adoption of the preferential
tariff as regards imports from the mother
country a sort of tariff war has been going on
between Canada and Germany and some other
continental countries.

Hitherto it has always been open to possi-
bility, continues the Jiji, that Canada may adopt
protection against Japanese goods at any mo-
ment, but by her participation in the Anglo-
Japanese Treaty this apprehension has been
removed. There may be people in Canada
who view the rise of Japan as inimical to their
commercial interests, but there is little in which
the interests will conflict. Canada is essentially
an agricultural country from which Japan may
draw her food supply, selling to her at the same
time silk, tea and other Japanese products.
The new arrangement will no doubt be found
satisfactory both by Japanese and Canadians,
and it is desirable that a similar arrangement
should be made in respect to Australia, solving
at the same time the immigration question in a
satisfactory manner.

The Chugai Shogyo thinks the Anglo-
Japanese alliance is the immediate cause
of the conclusion of the commercial treaty
between Japan and Canada and expects a
similar arrangement with regard to Australia
before long. Canada, in common with the
mother country, showed much sympathy
towards Japan during the war and this
has found a practical expression in the
relief of the sufferers from the recent famine
in Northeastern Japan. It is to be hoped that
this opportunity will be availed of to clear
away the anti-Japanese feeling which may
still exist in Canada. At the same time it
behoves the Japanese authorities to exercise
more strict control than before in the selection
of emigrants destined to the Pacific Coast.
There is little doubt that the freedom of travel
and residence granted by the Anglo-Japanese
Treaty to people of either country will be as
much respected by Canadians as by Japanese.

The amount of trade between the two coun-
tries is by no means large as yet, the figures
for last year being only 40 million yen. In
March last year a commercial treaty was con-
cluded between India and Japan, and in the
same year the trade increased to 98 million
yen from 78 millions in 1904. It is desirable,
concludes the Tokyo Journal, that a similar
result should attend the Japan-Canadian trade
by virtue of the new arrangement.

JAVA SUGAR TRADE.

A SATISFACTORY SEASON.

Mr. Fraser, the British Consul at Batavia,
thus reports on the sugar trade of Java for last
year:—

"The year under review may certainly be re-
garded as a satisfactory one. The sugar crops,
it is true, was smaller than its predecessor, but
against this must be placed the very remunerative
prices realized by planters for this article
as well as for tobacco crops, while the coffee
crops also exceeded estimates. Notwithstanding
the fact that the planted area was slightly
larger, the 1905 sugar crop only yielded a pro-
duction of 1,028,357 tons, or a decrease of
36,398 tons as compared with that of the pre-
vious year. This must be attributed to the
unfavourable weather experienced during the
planting season. With regard to cane dis-
eases, Mr. Vice-Consul Rine reports as fol-
lows:—"Progress is noticeable in the endeavours
made to eradicate the many diseases to
which sugar cane is liable, the success in great
measure being due to the process of careful
selection. The best results were again obtained
from the seedlings, the popularity of which
increases annually. The foreign cane has
fallen into disfavour, and is likely soon to be
entirely abandoned, while the indigenous cane,
although yielding good results, proves ex-
pensive through having to be nurtured in
gardens in the hills." As foreshadowed in my
last report, the profits made by mills on the
1904 working were in most cases expended on
new machinery, and the majority of the mills
in Java may now be said to be up-to-date as
far as installation is concerned. Many are now
capable of producing, in addition to the usual
qualities, superior sugar, which in shade and
grain most nearly approaches the refined
article, and finds a ready market in India."

NOTICE.

THE Public are hereby informed that no
change has been made in the Rates of
Subscription to the Hongkong Telegraph and
they are warned against paying more than
TEN CENTS (10 cts.) per Single Copy.

THE MANAGER,

Hongkong Telegraph Co., Ltd.

Hongkong, 10th September, 1905

Intimations.

HONGKONG HIGH-LEVEL TRAMWAYS
COMPANY, LIMITED.

NOTICE is hereby given that an EXTRA-
ORDINARY GENERAL MEETING
of the above-named Company will be held at
the Registered Office of the Company, Alex-
andra Buildings, Des Vœux Road Central,
Victoria, Hongkong, on TUESDAY, the
1st day of July, 1906, at 12 o'clock Noon,
when the following Resolutions which were
passed at an Extraordinary Meeting of the
Company held on Saturday, the 14th day of
July, 1906, pursuant to the Order dated the
18th day of March, 1906, made by the Supreme
Court of Hongkong in its Original Jurisdic-
tion in Action No. 371 of 1905, will be sub-
mitted for confirmation as Special Resolutions:—

1. That the Special Resolution being the
Fourth in Number passed and confirmed
at Extraordinary General Meetings of
this Company held on the 3rd and 20th
days of June, 1905, respectively, together
with all Agreements entered into there-
under and particularly the 8th day of
writing bearing date the 8th day of
October, 1905, made between this
Company and its Liquidators (John D.
Humphreys & Son) of the one part and
the Peak Tramways Company, Limited,
of the other part be and the same are
hereby rescinded.

2. That the Draft Agreement submitted to
this Meeting and expressed to be made
between this Company and the Liquidators
of the one part and the "Peak
Tramways Company, Limited," of the
other part be and the same is hereby
approved and that the said Liquidators be
and they are hereby authorised pursuant
to Sections 201 and 202 of the "Com-
panies Ordinance 1865 to enter into an
Agreement with the said "Peak Tram-
ways Company, Limited," in the terms
of the said Draft, and to carry into effect
the same in effect with such (if any) modifi-
cation as they may think expedient.

Dated 16th July, 1906.
JOHN D. HUMPHREYS & SON,
General Managers. [748]

THE HONGKONG, CANTON AND
MACAO STEAMBOAT COMPANY,
LIMITED.

NOTICE TO SHAREHOLDERS.

THE EIGHTIETH ORDINARY HALF-
YEARLY MEETING OF SHARE-
HOLDERS of the Company will be held at
the Office of the Company, Hotel Mansions,
TUESDAY, the 14th August, at Noon, for
the purpose of receiving a Report of the Directors
together with a Statement of Accounts,
declaring a Dividend, confirming the appoint-
ment of a Director and electing Directors and
Auditors.

The TRANSFER BOOKS of the Company
will be CLOSED from the 1st to the 14th
August, both days inclusive.

By Order of the Board of Directors,
W. E. CLARKE,
Acting Secretary.

Hongkong, 19th July, 1906. [749]

THE WEST POINT BUILDING
COMPANY, LIMITED.

AN INTERIM DIVIDEND of Dollars
Two per Share for the six months ending
30th June, 1906, will be payable on the 25th
instant, on which date Dividend Warrants may
be obtained on application at the Company's
Office.

The TRANSFER BOOKS of the Company
will be CLOSED from the 18th instant to the
25th instant (both days inclusive).

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary to the Hongkong Land Invest-
ment and Agency Co., Ltd.,
General Agents for the West Point Build-
ing Co., Ltd.

Hongkong, 13th July, 1906. [730]

THE HONGKONG LAND INVESTMENT
AND AGENCY COMPANY,
LIMITED.

AN INTERIM DIVIDEND of \$3.50 per
Share for the six months ending 30th
June, 1906, will be payable on the 25th instant,
on which date Dividend Warrants may be
obtained on application at the Company's
Office.

The TRANSFER BOOKS of the Company
will be CLOSED from the 16th instant to the
25th instant (both days inclusive).

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.

Hongkong, 10th July, 1906. [718]

HONGKONG ICE COMPANY, LIMITED.

NOTICE.

IN accordance with the Provisions of No. 104
of the Articles of Association the General
Managers have this day declared an INTERIM
DIVIDEND for the half year ended 30th June,
1906, of FOUR DOLLARS per Share.

DIVIDEND WARRANTS may be obtained
on application at the Office of the Company on
and after THURSDAY, the 2nd August.

The TRANSFER BOOKS of the Company
will be CLOSED from the 24th to 31st instant,
both days inclusive.

JARDINE MATHESON & Co.,
General Managers.

Hongkong, 19th July, 1906. [752]

KWONG SANG & Co.,
No. 70, WELLINGTON STREET.

GENERAL DRAPERS, MANUFAC-
TURERS AND DEALERS in Ladies'
and Children's Underwear, Silk, Pongee, Grass-
cloth, Fancy and Piece Goods, &c.

Latest style of Ladies' Blouses and Gentle-
men's Shirts made to order.

TRIAL ORDER SOLICITED.
Hongkong, 1st February, 1906. [180]

MUTTON AND BEEF.

THE Undersigned is prepared to SUPPLY
FRESH MUTTON AND BEEF, at
Moderate Prices.

Should patrons find any Meat supplied not
to be fresh, full price will be refunded on the
return of the Meat to the Stall.

TUNG WING,
No. 1 Stall, Central Market.
Hongkong, 14th May, 1906. [561]

Intimations.

THE PUBLIC HEALTH AND BUILD-
INGS ORDINANCE COMMISSION.

TAKE NOTICE that a Commission has
been appointed to enquire into and
report on the following matters, viz:—

1. Whether the administration of the Sani-
tary and Building Regulations enacted by
the Public Health and Buildings Ordinance,
1903, as now carried out is satisfac-
tory, and, if not, what improvements can
be made.

2. Whether any irregularity or corruption
exists or has existed among the officials
charged with the administration of the
aforesaid Regulation.

The Commission earnestly invites the in-
habitants of Hongkong and Kowloon to
co-operate with them by forwarding any com-
plaint they may have to make or suggestion to
offer in connection with the matters aforesaid
to the Undersigned.

Any person examined as a witness in the
enquiry aforesaid who in the opinion of the
Commissioners makes a full and true disclo-
sure touching all the matters in respect of
which he is examined will receive a certificate
from the Commission which will protect the
witness against any civil or criminal proceed-
ings which may be instituted against such
witness in respect of any matter touching
which he has been examined.

By Order,
W. BOWEN-ROWLANDS,
Secretary.

Hongkong, 6th July, 1906. [709]

Intimations.

A. S. WATSON & CO.,
LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1864.

SHERRY.

- B. SUPERIOR PALE DRY, Dinner Wine, Green Seal Capsule 12.00
C. MANZANILLA, PALE NATURAL SHERRY, White Capsule 13.50
D. SUPERIOR OLD DRY, PALE NATURAL SHERRY, Red Seal Capsule 16.00

- D. VERY SUPERIOR OLD PALE DRY, Choice Old Wine, White Seal Capsule 18.00
E. EXTRA SUPERIOR OLD PALE DRY, Very Finest Quality (old bottled), Black Seal Capsule 27.00

- B, C, and CC are excellent Dinner Wines, D and E are After-Dinner Wines of a very fine Vintage.

ALL ARE SUPERIOR SERIES WINES.

COGNAC BRANDY.

- A. OLD PALE \$20.00
B. SUPERIOR VERY OLD COGNAC 27.00
C. VERY OLD LIQUEUR COGNAC 33.00
D. HENNESSY'S FINEST VERY OLD LIQUEUR COGNAC 40.00

D. is a VERY FINE LIQUEUR BRANDY which we guarantee cannot be matched at the price.

All the above prices are subject to a discount of 5 per cent.

A. S. WATSON & CO.,
LIMITED.

ALEXANDRA BUILDINGS,
Hongkong, 25th July, 1906.

GREGOR & CO.,

19, QUEEN'S ROAD CENTRAL.

CLARETS

FROM

MIN MARCEAU,

Bordeaux.

AWARDS: GOLD MEDALS AT

PARIS 1900,

HANOI 1902,

BORDEAUX 1895,

DIJON 1901,

LILLE 1902,

AMSTERDAM 1895,

ROUEN 1896,

VIENNA 1902.

CASH LESS 10%.

CREDIT LESS 5%.

Hongkong, 27th June, 1906.

[56-4

ALL communications intended for publication in the HONGKONG TELEGRAPH should be addressed to The Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address. Ordinary business communications should be addressed to The Manager. The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution. SUBSCRIPTION RATES (IN ADVANCE). DAILY—\$30 per annum. WEEKLY—\$15 per annum. The rates per quarter and per annum, proportionally. The daily issue is delivered free when the address is accessible to messenger. On copies sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue is any part of the world is 30 cents per quarter. Single Copies, Daily, ten cents; Weekly, twenty-five cents.

MARRIAGE.

June 27th, at Guildford, W. S. ROOKE to ELSIE MAY, daughter of Sir W. M. Goodman, formerly Chief Justice of Hongkong.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, JULY 25, 1906.

GREEN ISLANDS OPPORTUNITY.

About a fortnight ago we quoted the remarks of a Japanese gentleman, who had just returned from America, regarding the preference shown by San Francisco builders for Japanese cement. It was asserted that the quality and cheapness of the Japanese product were the chief factors which recommended the cement to those engaged in the colossal work of rebuilding the great American seaport; and the statement was made that contracts had been entered into with the leading cement-manufacturing companies in Japan to supply their entire output for the next ten years. The Japanese traveller confined his attention to the competition which, according to him, had sprung up between Japan and Germany, but as a Kobe contemporary pertinently remarked: "It is curious that the vernacular journals, whilst dilating upon the virtues of German and Japanese cement, make no reference to the Portland cement made in various parts of Great Britain. These British works, too, are working at full pressure to meet demands from America, so that the suggestion that Japanese cement is in demand because of its good properties is probably not quite a fact, it being more likely that the Americans are entirely indifferent as to the place of origin so long as they get the necessary materials to accomplish their tremendous task." Moreover, the sole or, at least, the principal claim submitted by the Japanese firms for preference in this part of the world was the lower prices charged for the manufactured articles as compared with the cost of the product of the Green Island Cement Company, which has a world-wide reputation. That claim no longer exists, for the exceptional requirements of San Francisco have had the effect of increasing the cost of Japanese cement by something like 33 per cent., with the result that there is now no appreciable difference between the price of Portland and Japanese cement. The characteristic rush of American property-owners to rebuild San Francisco has not affected Japanese cement manufacturers alone, for Germany has been sending large consignments to the Western States in order to meet the immediate demand. But neither Japanese nor German cement has the character for utility and quality that has been gained by the product of the Green Island Cement Company. And if in ordinary times the local concern is capable of successfully competing against the Japanese manufacturers both as regards the test standards and value quotations—as was evidenced when the Philippine Government called for tenders for the supply of cement—there is no reason why the Green Island Cement Company should not take a leading role in providing the requirements of the San Francisco builders, in opposition to the Japanese and German manufacturers alike. So far as the German competitors are concerned the local Company has little to fear. One consignment just reported from Hamburg to San Francisco occupied nearly five months in transit, while the cost by the overland route would be utterly prohibitive, any profits at all being swallowed up in freight dues. Everything seems to favour the local Company, for which Messrs. Shawan, Tones and Co. are the general managers. The plant at Hunghom has been largely developed so that the manufacturers are capable of materially increasing the output at short notice; the rates for freight across the Pacific have been reduced by all the principal lines; and Messrs. Shawan, Tones and Co. are themselves in touch with steamers crossing to San Francisco; the passage can be accomplished from Hongkong within a month or five weeks, and, best of all, the Portland cement manufactured by the Green Island Cement Company is unequalled in the world. San Francisco gained a lesson in the earthquake which is not likely to be forgotten yet awhile; shoddy, unreliable and cheap goods are the most expensive in the end, and for that reason alone Green Island cement should gain the patronage of building contractors in America. The shrewd general managers of the Company are not likely to allow such an opportunity to slip past, and if the shortage in cement experienced all over the Western States is not speedily met, it will not, we are confident, be the fault of Messrs. Shawan, Tones & Co.

ARTS AND CRAFTS EXHIBITION.

Many-sided as are the interests of Hongkong, people are frequently apt to overlook the more gracious arts which give colour and tone to life, in the pursuit of commercial prestige. Indeed the charms and attractions of the hobbies which engross the attention of the artistic few are frequently regarded as unworthy of the business mind, with the result that there is an inclination to conceal from the vulgar gaze the products of the off-season as if they were not merely puerile and lackadaisical but witnesses to the fatuity of the originator. In order to combat that feeling it has been decided to hold an Arts and Crafts Exhibition, in the City Hall, next October. Necessarily, in the case of an Exhibition held for the first time, the Committee in charge of the arrangements are feeling their way, being unable to gauge the support which they will receive from those able and willing to contribute to its attractions. They have therefore limited the scope of the Exhibition to five classes—photography; paintings, sketches, etc.; needlework, lace work and embroideries; woodwork, wood-carving, furniture, pottery, wickerwork, etc.; and miscellaneous crafts. It may seem to the reader that the Committee in their anxiety not to be over-ambitious have really drawn the line a little too fine, but at any rate they have given an impetus to those who busy themselves with "arts and crafts" after the serious worries of the day. For the syllabus is essentially designed to attract the amateur, although the work of the skilful professional in carving and brass work will not be ostracised. The great mistake of the promoters is that they have decided to give no prizes, to award no certificates of merit. The brochure setting forth the objects of the Exhibition is quite clear on that point: "It has been decided that this shall be purely an Exhibition and not a competition. There will, therefore, be no prizes." And another sentence should be read in this connection: "Exhibitors may sell their exhibits after the Exhibition, if they wish." In other words, the promoters would reduce the Arts and Crafts Exhibition to a weak imitation of a second-rate bazaar. Their original idea was excellent; they were animated by a desire to foster a love of art for its own sake, to bring the best work of amateurs together so that the backward might gain from an appreciation of the productions of their superiors, while the "cocks of the walk" might be abashed by the unexpected brilliancy of those whom they deemed their inferiors. Probably that was why they girded at the hateful word, "competition." But, after all, competition is the breath of life. What is an Exhibition, in the present sense, but an elaborate competition, where inherent merit is the only road to success? No matter how infatuated an amateur may be with his particular pursuit he likes to believe that the results he achieves are appreciated. It would have been very simple to award diplomas of merit to those adjudged worthy of them, and the gratification of the winners would have been unbounded. The unsightliness might have grumbled at the short-sightedness of the judges but in the end they would have been spurred to greater efforts, which would have borne fruit at future Exhibitions. However, the Committee thought otherwise so the matter may be allowed to rest there. The miscellaneous section is sub-divided into five classes—silverwork, bent and cast ironwork, brass, copper and bronze articles, pewter and leadwork, bookbinding and leatherwork, ivory and bone carving, etc. In this section it may be anticipated that our Chinese fellow-residents will be seen to advantage, for only those who have an inside knowledge of the marvellous productions of the Chinese artist in metals can appreciate the delicacy of his work and the infinite pains, amounting almost to genius, lavished on his designs. The latest date when exhibits will be accepted is 14th October, but full particulars regarding the Exhibition will be issued, we are informed, before that date. Meanwhile, the Exhibition is a step in the right direction, and as it has the support of His Excellency the Governor it is likely to prove a success.

CHINESE CUBICLES.

At the Sanitary Board yesterday a question was raised by Mr. Humphreys regarding the system of Chinese cubicles, but owing doubtless to pressure of business it was dismissed in the most perfunctory fashion. An application was made for permission to erect four wooden posts for hanging curtains in a Chinese flat. Mr. Humphreys wrote that "a cubicle question wants going into *de novo*. Curtains, rugs, sacking, etc., are much more dangerous to health than properly arranged cubicles. No amount of ordinances and no quantity of inspectors will ever prevent Chinese putting up temporary partitions of the above nature." That was a matter, it might have been thought, which should have proved a fertile subject of discussion, but so far as we can learn from the report of the meeting, the members followed the example of the Scotch parson who, on coming to a knotty point in the Scriptures, calmly announced: "We will look this boldly in the face and pass on." Most Europeans have a hazy notion of the conditions under which the poorer classes of Chinese exist. They are aware that eight or nine herd together in one room, but they are not always aware that the room is divided into sections by means of heavy cloth hangings which encase the beds and even cover the tops of the posts, so that the occupant of the cubicle is virtually imprisoned in a space some six feet long, three feet wide and four feet high. In fact, there is scarcely breathing space in these Chinese burrows, and certainly the air space is utterly inadequate for an adult, to say nothing of a child. But there might be something to say for this crude attempt at privacy were the curtains regularly cleaned and fumigated, but there is nothing to show that these cloth screens are removed from one year's end to the other. They remain hanging, absorbing the germs that swarm in the air, until they collapse from sheer rottenness and old age. It is a heaven's blessing when some diseased occupant has to be removed from one of these filth-impregnated cubicles, for then the occupants of the other cubicles are compelled, willy-nilly, to drag down their precious partitions and see them properly cleansed and fumigated for once in a way. Mr. Humphreys was perhaps a trifle over-enthusiastic in his language when he said that no amount of ordinances and no quantity of inspectors could remedy this Chinese habit, because that is precisely one of the objects of the Sanitary Board's existence. There should certainly be regulations enforced so that the inspectors could deal with flagrant cases of long-standing filthiness, without needlessly disturbing the Chinese residents. In these hot days and hotter nights the atmosphere of the cubicles can be little better than suffocating, and perhaps when it is found that a Chinaman here and there has been asphyxiated in his bunk the Sanitary Board may awaken to the realisation that some remedy for this state of things is absolutely necessary. The Sanitary Department may scour the walls and whitewash them to their hearts' content once a year, but if they leave these begrimed rags and patched quilt-like hangings—all of one colour through age and dirt—they have merely grazed the surface of the sanitary requirements and failed altogether to get at the root of the evil. If one could fancy a microbe chuckling, he would be highly amused at the grins of the ten times ten million microbes which make these cubicle curtains their home and their habitation.

LOCAL AND GENERAL.

The German mail of the 21st June was delivered in London on the 23rd inst.

M. IMBAULT-HUAT has been appointed Secretary-Interpreter for Oriental Languages at the French Ministry of Foreign Affairs. Mr. Huat was Consul for France at Canton some years back.

RETURN of visitors to the City Hall Library and Museum for the week ending the 23rd July, 1906:—Library, non-Chinese 287; Chinese 162 Total 449. Museum, non-Chinese 164; Chinese 1,026; Total 2,090.

THE Netherlands Trading Company has published its balance-sheet, which exhibits a profit balance of \$16,943,522, being \$1,566,000 more than in the preceding year, and more than double the profit of 1913.

SIR JOHN N. JORDAN, the new British Minister at Peking, has postponed his departure somewhat, and will not be leaving London till July 26. He will embark on the P. and O. steamer *China* at Marseilles on the following day.

On the 17th instant sentence was passed, by a court-martial of the Japanese Army in Korea, on the rebels, 75 in number, who were recently captured by the Japanese Army. Four of the leaders were each sentenced to imprisonment for life, and others to imprisonment for terms ranging from three to fifteen years. The majority of the prisoners have been sentenced to be flogged, without imprisonment.

AMONGST the gentlemen called to the Bar on the 27th ult., at Lincoln's Inn, was Mr. Hung Kwok Leung formerly a pupil at Queen's College. The promising young gentleman proceeded to England, with others, in 1904 to prosecute a professional education. His early successes—having passed in the second grade—give promise of a useful career in Hongkong, if Mr. Hung elects to make the Colony the future field of his labours. There is ample room for a young man of his exceptional abilities. Leung is the eldest son of Mr. Hung Pan Sam, a deservedly esteemed Chinese fellow-citizen.

At the Police Court this morning, before Mr. H. H. J. Gompertz, Captain Geo. E. Warner, master of the steamer *Monmouthshire*, charged Leung Kam Siu, the boatswain of the ship, with stealing four bolts (rolls measuring between 36 and 42 yards) of canvas, valued at \$68, on the 23rd inst., the property of the ship. The defendant pleaded not guilty. The captain said that after leaving Port Said the canvas was missed. The boatswain was told about the loss, but he denied all knowledge of it. A search was made and after defendant had attempted to hide the canvas, four bolts were found in his bunk. The other four, it was alleged, defendant disposed of at Port Said. Mr. Gardiner, of the office of Mr. O. D. Thomson, appeared for the defence. The charge was proved and his Worship sentenced accused to three months' hard labour and six hours' stocks.

IT is stated that a company is being started in Penang under the title of the Eastern Trading Co., Ltd., with a capital of \$4,000,000, half of which will be offered for subscription. The object of the Company will be to open banking agencies in the more important places in the Federated Malay States and Penang, to lend out money on land and house property, to tender for and if successful run the Revenue Farm. The share will be limited to \$10.

We have received a communication from a Canton correspondent in which he attributes to us ungenerous motives and insinuations in the reports we have published regarding the treatment in Canton of the Indians who were wounded during the practical attack on the *Saimun*. The writer suggests or hints, that these unworthy insinuations were instigated by bigotry. We leave it to impartial readers to judge whether the *Hongkong Telegraph* has not been a consistent supporter of all medical institutions in China of whatever organisation it may be an adjunct, and as for the Canton Hospital the files of the *Telegraph* afford sufficient evidence of our repeated allusions to and admiration of the good work which is being carried on under the auspices of that institution.

At the instance of Inspector Smith, Chan Chik, a trader, residing in Bonham Strand East, was charged before Mr. H. H. J. Gompertz, at 11 o'clock this morning, with being in unlawful possession of a dagger and twenty-five rounds of ammunition. He was also charged with taking letters out of the Colony without being in possession of a permit from the Post Office authorities. The defendant was seen last evening going on board a Kowloon boat, and having his suspicions aroused, the officer on duty at the wharf stopped accused and went through his pockets, finding the articles mentioned. The defendant admitted possession, but denied that he was a pirate; he was taking the dagger and cartridges to his country. His Worship fined accused \$10 on the first charge and ordered the confiscation of the weapon and ammunition, and on the second \$25.

MORPHIA SEIZURE AT KOWLOON.

WORTH ABOUT \$6,000.

Chief Excise Officer Hogarth, armed with a warrant, and accompanied by a posse of other officers, executed an opium raid, on the 23rd instant, and seized five cases of morphia that were stored in godown No. 21, of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Tsing-tai-tsui. The seizure is valued at about \$6,000. The cases were examined and it was discovered that on each of four cases were private marks, which consisted of a diamond, inside of which were the words "H and V." The fifth case bore the number "2." A mark, consisting of a square, in the centre of which were the letters "A. C." and underneath "CO21," was also stencilled on the case. As the drug has not been declared at the Import and Export Office, and as no person has been forthcoming to claim the drug, the Chief Excise Officer put in a written application to Mr. F. A. Hazeland, at the Police Court this morning, asking for notices to be posted outside the Police Court compound and on the walls of the godown in which the drug was seized, calling for claimants for the drug. The time given claimants is one week, after which the morphia will become the property of the Opium Farm. His Worship granted the application and notices were posted during the day.

ASSAULT BY INDIAN WATCHMEN.

A LEGAL ACTION TO JOB A COMPACT.

Three Indian watchmen, employed at Bowrington Canal West, were charged at the instance of Inspector Goulay, before Mr. F. A. Hazeland, at the Police Court to-day, with assaulting Mota Singh, on the 24th instant, with intent to rob him of \$130 in money and eleven promissory notes, worth \$1,890. The defendants denied the charge. The complainant, who is employed at No. 7, Bowrington Canal, said the first defendant left the yard at six o'clock last evening and returned at 11.30 o'clock with two others. When defendants returned, complainant was sitting outside his quarters. The first defendant approached him and asked for a drink of water. The complainant went into the house to get them the water, when the three followed him inside and there attacked him from behind, throwing complainant on the floor, and beating him with sticks. Then the men demanded money for drink, but the complainant refused to part with any, and while two of his assailants held him down, the others went through his pockets. The unfortunate watchman shouted for help and a few Chinamen living in the timber yard came to his assistance. The defendants were later arrested. Further evidence was called testifying to the condition of the man when he came to the station. He had finger-nail scratches on the left side of his neck, his mouth was swollen, his left eye discoloured, and his clothing badly torn. His Worship convicted the defendants and sentenced them to three weeks' hard labour each.

DOUGLAS, S. S. CO., LD.

AND THE FORMOSA TRADE.

According to an Osaka message to the *Asahi*, the Tamsui-Hongkong line was formerly monopolized by the Douglas S. S. Co., but since Formosa became Japanese territory the Osaka Shosen Kaisha opened a new service and finally monopolized the line. Now that the Formosan tea season has set in exports from the island have accumulated to some extent, and taking this opportunity the Douglas Company intends to recover its navigation right and the Company's steamer *Haimun* has entered Tamsui. Thereupon the Osaka Shosen Kaisha has increased the services of the *Kiku-gogawa-maru* on the Tamsui-Foochow line and of the *Taiju-maru* and *Taiji-maru* on the Tamsui-Hongkong line. The Japanese steamship company is preparing to continue competition to the latest increasing the number of these liners.

BERI-BERI.

SUGGESTIONS FOR TREATMENT OF THE DISEASE.

We have been favoured with the following communication from Dr. Paul, who has had considerable experience in the treatment of beri-beri in the Malay States, and whose observations should prove of interest to the medical fraternity of Hongkong.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH." "Sir,—Will you kindly allot me a small space in your esteemed paper.

I have read with great interest a research into the etiology of beri-beri by Drs. Hunter and Koch, and I quite agree with them, that the disease (beri-beri) does not occur from micro-organisms. General medical men, with whom I came in contact when Acting Medical Officer to the Pahang Corporation (Quantan Tin Mines, Pahang), informed me that it was owing to organisms in the blood, but I did not agree with their theory but held to my opinion that it was nothing more than a sort of pernicious anemia. I acted for Dr. Ralph, the M.O., who went to Canada on sick leave for six months (from July to December). I kept a record of the deaths of beri-beri cases for that period, and compared it with Dr. Ralph's (from January to June). He lost 146 cases to my three. My plan was, on finding the men attacked with the disease, I sent them down to the *guala* or sea side, put them on a generous diet, and gave tonic, kept them at the sea-side for a month, and most of them recovered to return to their mining work. From the experiment I tried the remarks made by Drs. Hunter and Koch entirely coincide with my observations.

For the prevention of the disease there must be:—

- (a) Good ventilation.
- (b) Sunshine.
- (c) Generous diet.
- (d) No overcrowding.
- (e) Exercise in the open air.
- (f) Change to the sea-side.
- (g) Nervine tonics.

There is nothing more that can be done for beri-beri cases than that reported by Drs. Hunter and Koch. In the last resort the patient must leave the infected district.—Yours faithfully,

D. R. PAUL, L.R.C.P., L.R.C.S., L.M.

TRAMCAR v. RICKSHA.

OCCUPANT OF RICKSHA SERIOUSLY HURT.

An eastward bound tramcar collided with a ricksha in Des Vaux Road West, near the Wing Lok Street Junction, at half-past six o'clock last evening, and as a result of the collision Leung Pak Pang, a shopkeeper, of No. 168, Queen's Road West, sustained a broken leg and is now being treated by Dr. Jew Hok, while the ricksha coolie, who disappeared soon after the accident, and was later arrested, was placed before Mr. F. A. Hazeland, at Police Court this forenoon, charged with reckless driving. From a report made by Constable Murphy, it appeared that the ricksha passed down Queen Street and entered Des Vaux Road West, going eastward. The tramcar, which was travelling behind the ricksha, slowed down to turn the curve. The ricksha, which was all the time on the wrong side of the road, tried to get on the left-hand side, by crossing in front of the approaching car. The coolie made a dash across the track when suddenly realizing the danger he attempted to turn back. In the attempt the vehicle was overturned in the centre of the track and the unfortunate fare thrown out. The motorman applied his emergency brake, but as the car was so close, no effect was produced and it came into violent collision with the ricksha, reducing it to matchwood. The shopkeeper, who was stunned by his heavy fall, still lay on the side of the lines, and when the collision took place he was pushed along the road for a few yards and finally jammed between the ricksha and a trolley post, breaking his leg. An ambulance was called, but the shopkeeper refused to go to hospital and had to be carried to his home. The police took charge of what remained of the ricksha. The coolie was fined \$15.

THE PROPOSED CONSTITUTION FOR CHINA.

A JAPANESE JURIST OUTLINES PEKING GOVERNMENT'S INTENTIONS.

It appears from a translation in the *Japan Mail* that the most definite information yet furnished about a constitution for China is given by Professor Hattori, who has just returned from Peking, where he is employed as a teacher in the University. He says that on the return of the Commission headed by Prince Su an office will be opened in Peking for the translation of all the principal constitutions in the world, which work will be largely assisted by the students that have studied in Japan. It is expected that a year will be required to make the translations. Thereafter the business of compiling a constitution for China will be undertaken, and as the manners and customs of eighteen provinces, forming an empire with 300 millions of inhabitants, have to be studied and collated, the drafting will probably take some 12 years.

SHIPPING AND MAILS.

MAILS DUE.

American (*America Maru*) 27th inst.
Indian (*Lightning*) 29th inst.
Ger. (*Prins Eitel Friedrich*) 30th inst. p.m.
Indian (*Sutlang*) 5th prox.
The s.s. *Nanshan* left Saigon on 25th inst. for this port, and is due here on 29th inst.
The s.s. *Danvorlich* from Antwerp and London left Singapore yesterday for this port.
The APCO Co.'s s.s. *Lightning* from Calcutta left Singapore this a.m., and may be expected here on 29th inst.
The P. M. S. S. Co.'s s.s. *Siberia* will sail from Yokohama for this port on 29th inst., and will be due to arrive at Hongkong on 6th prox.

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"DIOMED"	2nd August.
GLASGOW and LIVERPOOL	"TELEMACHUS"	2nd "
GLASGOW and LIVERPOOL	"PELEUS"	9th "
GLASGOW and LIVERPOOL	"CHING WO"	9th "
GLASGOW and LIVERPOOL	"ANTENOR"	16th "
GLASGOW and LIVERPOOL	"CYCLOPS"	16th "
GLASGOW and LIVERPOOL	"BELLEROPHON"	30th "
GLASGOW and LIVERPOOL	"ACHILLES"	30th "
GLASGOW and LIVERPOOL	"KINTUCK"	30th "
GLASGOW and LIVERPOOL	"TEENKAI"	6th September.
GLASGOW and LIVERPOOL	"MAHAON"	6th "

HOMEWARD.

FROM	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	"PING SUEY"	31st July.
LONDON, AMSTERDAM & ANTWERP	"PATROCLOS"	7th August.
LONDON, AMSTERDAM & ANTWERP	"ARISTIDES"	14th "
LIVERPOOL DIRECT	"TYDEUS"	20th "
LONDON, AMSTERDAM & ANTWERP	"ACHILLES"	30th "
HAVRE, ROTTERDAM & L'POOL	"ALCINOUS"	30th "

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AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON POINTS IN THE UNITED STATES
OF AMERICA AND CANADA.

EASTWARD.

FROM	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS.	"TELEMACHUS"	4th August.
NAGASAKI, KOBE and YOKOHAMA	"BELLEROPHON"	1st September.

WESTWARD.

FROM	STEAMERS	TO SAIL
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"STENTOR"	15th August.
	"STENTOR"	8th September.

Butterfield & Swire,
AGENTS.

Hongkong, 25th July, 1906.

CHINA NAVIGATION CO., LIMITED.

FROM	STEAMERS	TO SAIL
SWATOW, WEI-HAI-WEI, CHEFOO, and TIENTSIN	"KWEIOHONG"	28th July.
NINGPO and SHANGHAI	"TIENTSIN"	31st "
MANILA	"TEAN"	31st "
SHANGHAI	"YOHOW"	1st August.
CHEFOO and ILOILO	"SUNGKIANG"	1st "
CHEFOO and NEWCHOW	"KWEIYANG"	7th "
MANILA, ZAMBOANGA, PORT DAR- WIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TAIYUAN"	11th "

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly
qualified Surgeon is carried.Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
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AGENTS.

Hongkong, 25th July, 1906.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewards carried.
—All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 28th July, at Noon.
RUBI	2540	R. Almond	"	SATURDAY, 4th August, at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 21st July, 1906.

HONGKONG—NEW YORK.

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STEAMSHIP CO.

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Steamship	About
"JOHN HARDIE"	20th August.

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SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 10th July, 1906.

Dentistry.

Dr. M. H. OHAUN,
THE LATEST METHOD
of the
AMERICAN SYSTEM OF DENTISTRY,
37, DES VOGES ROAD CENTRAL,
From the University of Pennsylvania, U.S.A.
Hongkong, 22nd July, 1906.TSIN TING,
LATEST METHODS OF DENTISTRY.
STUDIO AT NO. 14, D'AGUIAR STREET.
REASONABLE FEES.
Consultation Free.
Hongkong, 20th July, 1906.

Shipping—Steamers.

HAMBURG-AMERIKA
EAST ASIATIC SERVICE.

HOME-LINE.

STEAMERS.	DESTINATIONS.	TO SAIL
SAXONIA	SHANGHAI, YOKOHAMA AND KOBE	27th July.
*SILESIA	SHANGHAI, YOKOHAMA AND KOBE	30th July.
*SCANDIA	SHANGHAI, YOKOHAMA AND KOBE	9th August.
*SLAVONIA	SHANGHAI, YOKOHAMA AND KOBE	14th August.
SENEGAMBIA	SHANGHAI, YOKOHAMA AND KOBE	28th August.

HOMEWARD.

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MEDITERRANEAN, BLACK SEA and BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS.

STEAMERS.	DESTINATIONS.	TO SAIL
ALESIA	HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	7th August.
SPEZIA	HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	21st August.
*SILESIA	NAPLES, HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	4th September.
*SCANDIA	NAPLES, HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	18th September.
SENEGAMBIA	HAVRE and HAMBURG, Via SINGAPORE, PENANG and COLOMBO	28th September.

This steamer, specially built for the tropics, has splendid accommodation for first class
passengers. Very large, well ventilated cabins, each provided with two beds (no bunks), sofa,
table, two wardrobes, two washstands, electric fans, etc., large elegantly furnished saloons,
smoking room, etc.The steamer is lighted throughout by electricity and carries Doctor, Stewardess and
Washerman.The "RHEMANIA" is to run regularly from Yokohama, Kobe, Shanghai, Hongkong,
Singapore, Penang and Colombo to Suez, Port Said, Naples, Havre and Hamburg, to be
followed by s.s. "HABSBURG," s.s. "HOHENSTAUFEN," s.s. "SCANDIA," and s.s. "SILESIA."

COAST SERVICE.

STEAMERS.	DESTINATIONS.	TO SAIL
DAPHNE	KOBE, NAGASAKI & WADIVOSTOK	26th July, Freight and Passengers.
ITHAKA	SHANGHAI and CHINKIANG	Freight and Passengers.
LYDIA	SHANGHAI and CHINKIANG	Freight and Passengers.
KOWLOON	SHANGHAI and CHINKIANG	Freight and Passengers.

For Freight and Passage, apply to

HAMBURG-AMERIKA LINIE,
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SIEMSEN & CO.

Hongkong, 24th July, 1906.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

FROM	STEAMSHIP	ON
SHANGHAI	"KWONGSANG"	THURSDAY, 26th July, 4 P.M.
MANILA	"LOONGSANG"	FRIDAY, 27th July, 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	TUESDAY, 31st July, 3 P.M.

Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.

These Steamers have superior accommodation for First-Class Passengers, and are fitted
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Hongkong, 24th July, 1906.

PORTLAND & ASIATIC STEAMSHIP CO.

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Steamship	Tons	Captain	To Sail at Daylight on
"ARABIA"	4,383	Metzenhain	August 14th.
"ARAGONIA"	5,198	Ernst	September 5th.
"NICOMEDIA"	4,370	G. Meisner	September 16th.
"NUMANTIA"	4,370	Feldtmann	October 6th.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and
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ORIENTAL PACIFIC LINE.

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Regular Steamship Service between Hongkong
and South American Ports.PROPOSED sailings from HONGKONG
to CALLAO, IQUIQUE, via JAPAN
PORTS."KASADO MARU," 6,000 tons,
sails on or about August 7th, at Noon."GLENFARG," 4,000 tons,
sails on or about August 25th, at Noon.

(Date of sailing, subject to alteration.)

Taking freight also to other Western Coast
Ports of South America transshipping to the
Connecting Line.The above steamers have splendid accom-
modation and are fitted throughout with Elec-
tric Light. A duly qualified Surgeon is carried
on each boat.For further information as to Freight and
Passage, apply toK. MATSUDA,
Manager,
Yok Building.

Hongkong, 20th July, 1906.

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Manila, Timor, Port Darwin and
Queensland Ports, and taking through Cargo to
Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EMPIRE,"
Captain T. J. John George, will be despatched as
above, on SATURDAY, the 28th instant, at
4 A.M., instead of as previously advertised.This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber which ensures the supply of Fresh Provi-
sions, Ice, &c., throughout the voyage.This Steamer is installed throughout with
the Electric Light.A Stewardess and a duly qualified Surgeon
are carried.N.B.—To assure the additional comfort of
passengers the Steamers of the Company have
electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 24th July, 1906.

THE AMERICAN & ORIENTAL LINE.

FOR BOSTON AND NEW YORK.

(With Liberty to Call at the Malabar Coast).

THE Steamship

"JESERIC,"
Captain Thompson, will be despatched for the
above Ports, on or about the 28th instant.

For Freight, apply to

ARNHOLD, KARBURG & Co.,
Agents.

Hongkong, 4th July, 1906.

Shipping—Steamer.

NIPPON YUSEN KAISHA.

HONGKONG-SWATOW-BANGKOK LINE.

FOR BANGKOK (DIRECT).

THE Chartered Steamship

"PROMETHEUS,"
Captain Cornhillman, will be despatched
TO-MORROW, the 26th instant, at 4 P.M.

For Freight or Passage, apply to

NIPPON YUSEN KAISHA,
Prince's Building,
Hongkong, 25th July, 1906.

[765]

Consignees.

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM MIDDLEBOROUGH, LONDON
AND STRAITS.

THE Steamship

"MONMOUTHSHIRE,"
Captain G. E. Warner, having arrived from the
above ports, Consignees of Cargo are hereby
informed that their Goods are being landed at
their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company,
at Kowloon, and stored at Consignees' risk and
expense.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 30th instant will be sub-
ject to rent.All broken, chafed and damaged Goods are
to be left in the Godowns, where they will be
examined on the 30th instant, at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHEWAN, TOMES & Co.,
Agents.

Hongkong, 24th July, 1906.

[766]

S.S. "ERNEST SIMONS."

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London
ex s.s. "Charente" and "Dordogne," from
Havre ex s.s. "Charente," and from Bordeaux
ex s.s. "Ville de Lorient," in connection with
above Steamer, are hereby informed that their
Goods, with the exception of Opium, Treas-
ure and Valuables are being landed and
stored at their risk into the Godowns of the
Kowloon Wharf and Godown Co., Limited, at
Kowloon, whence delivery may be obtained
immediately after landing.Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before TO-PAY, at 6 P.M., requesting it to be
landed here.Bills of Lading will be countersigned by the
Undersigned. Goods remaining unclaimed after
MONDAY, the 30th July, at Noon, will be
subject to rent and landing charges.All claims must be sent in to me on or before
the 30th July, or they will not be recognised.All damaged packages will be examined on
MONDAY, the 30th July, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, 23rd July, 1906.

[771]

NORDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ SIGISMUND,"
having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the Godowns
of the Kowloon Wharf and Godown Co., Limited,
at Kowloon, whence delivery may be obtained
immediately after landing.Optional Cargo will be forwarded unless
notice to the contrary be given before TUES-
DAY, 24th instant, at 10 A.M.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after MONDAY, 30th July, will be
subject to rent.All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on MONDAY, 30th July, at 10 A.M.All Claims must reach us before the 6th
August, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the
Undersigned.NORDEUTSCHER LLOYD,
MELCHERS & Co.,
Agents.

Hongkong, 23rd July, 1906.

[772]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"SUNDA,"
FROM ANTWERP, LONDON, MALTA,
PORT SAID, SUEZ AND STRAITS.Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Godowns of the Kowloon Wharf and Godown
Company, Limited, at Kowloon, whence delivery
may be obtained as soon as the
Goods are landed.This vessel brings on Cargo—
From London, &c., ex S.S. "Calcutta."From Italy,
Optional Goods will be landed here unless
intimation is given to the contrary before
6 hours.Goods not cleared by the 25th instant, at
4 P.M., will be subject to rent.No Fire Insurance will be effected by me in
any case whatever.Damaged Packages must be left in the
Godowns for examination by the Consignees,
and the Company's representative at an ap-
pointed hour.All claims must be presented within ten days
of the steamer's arrival here after which date
they cannot be recognised.No Claims will be admitted after the Goods
have left the Godowns.E. A. HEWETT,
Superintendent.

Hongkong, 18th July, 1906.

[773]

Consignees.

BRITISH INDIA STEAM NAVIGATION
COMPANY, LIMITED.

FROM RANGOON AND STRAITS.

THE Company's Steamship

"ZAIDA,"
having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that their
Goods will be delivered from alongside.Cargo impeding the discharge or remaining
on board after 12 o'clock Noon, the 24th instant,
will be landed at Consignees' risk and expense.
No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.,
Agents.

Hongkong, 23rd July, 1906.

[759]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Company's Steamship

"KUTSANG,"
having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that their
Goods will be delivered from alongside.Cargo impeding the discharge or remaining
on board after 4 P.M., the 25th instant, will be
landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 23rd July, 1906.

[760]

Intimations.

A. CHAZALON & CO.

JUST UNPAKED.

ANCHOVY IN OIL (Boneless).

STUFFED OLIVES.

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 191 222 222 222 222

Hongay
 Saigon
 Wuchow

hina.

Mails.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, OCEAN, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND LONDON.
(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN AND SOUTH AFRICAN PORTS.)

THE Steamship

"DEVANHA,"
Captain T. H. Hyde, R.N.R., carrying His
Majesty's Mails, will be despatched from this
for BOMBAY, on SATURDAY, the 28th July,
at Noon, taking Passengers and Cargo for the
above Ports in connection with the Company's
S.S. *Mooltan*, 9,620 tons, from Colombo,
Passengers' accommodation in which vessel is
secured before departure from Hongkong.

Silk and Valuables, all Cargo for France
and Tea for London (under arrangement) will
be transhipped, at Colombo, into the Mail
steamer proceeding direct to Marseilles and
London; other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. *Persia*,
due in London on the 9th September, 1906.
Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.
For further Particulars, apply to
E. A. HEWETT,
Superintendent.

MESSAGERIES
MARITIMES
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, AUSTRALIA,
ADEN, EGYPT, MARSEIL-
LES, LONDON, HAVRE,
BORDEAUX, MEDITERRANEAN AND BLACK
SEA PORTS.

The S.S. "ARMAND BEHIC,"
Captain Barillon, will be despatched for MAR-
SEILLES on TUESDAY, the 7th August,
at 1 P.M.

Passage tickets and through Bills of Lading
issued for above ports, and for Australia with
prompt transhipment at Colombo.

Cargo also booked for principal places in
Europe.

Next sailings will be as follows:—

S.S. *ERNEST SIMONS* 21st August.
S.S. *CALEDONNIEN* 4th September.
S.S. *POLYNESIEN* 18th September.
S.S. *SALAZIE* 2nd October.
G. DE CHAMPEAUX,
Agent.

Hongkong, 25th July, 1906.

NORTHERN PACIFIC LINE.
BOSTON STEAMSHIP COMPANY.
BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C. AND TACOMA,
VIA
MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing
<i>Shawmut</i>	9,606	E. V. Roberts	27th July
<i>Tremont</i>	9,606	T. W. Garlick	22nd Aug.
<i>Lyra</i>	4,417	G. V. Williams	

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. *Shawmut* and *Tremont*
are fitted with very superior accommodation
for first and second class passengers. The
large size of these vessels ensures steadiness
at sea. Electric fan in each room.
Barber's shop and steam-laundry. Cargo
carried in cold storage.

For further information, apply to
DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings,
Hongkong, 3rd July, 1906.

REGULAR STEAMSHIP SERVICE
TO NEW YORK,
VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

Steamship "ATHOLL"

For Freight and further information, apply
to DODWELL & CO., LIMITED,
Agents.

Hongkong, 25th July, 1906.

AN APPEAL.

THE SUPERIORESS OF THE ITALIAN
CONVENT, CAINE ROAD, begs most
respectfully to APPEAL to the Residents of
Hongkong and the Coast Ports, for their kind
patronage and support, and desires to state that
she will be pleased to receive orders for all kinds
of NEEDLE WORK.

Gentlemen's Shirts made to order, and Colls
and Collars renewed on old ones.

Ladies and Children's Under-clothing, Cor-
sets, Dresses, and all kinds of Embroidery.
Materials can be supplied, if required.

The Superioress will also be most grateful
for any PAPER, or old ENVELOPES to be made
into Books for the Children of the Poor Schools,
who are taught by the Sisters.

Agent: Hongkong, 22nd April, 1892.

Intimations.

CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS,

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

BRANDY

20.00

16.75

WHISKY, FINE MALL

12.50

10.50

PORT WINE, INVALIDS

13.75

20.00

SHERRY, AMOROSO

16.00

BENEDICTINE, D.O.M.

40.50

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.,

HONGKONG AGENTS.

Hongkong, 15th November, 1905.

ACHEE & CO.

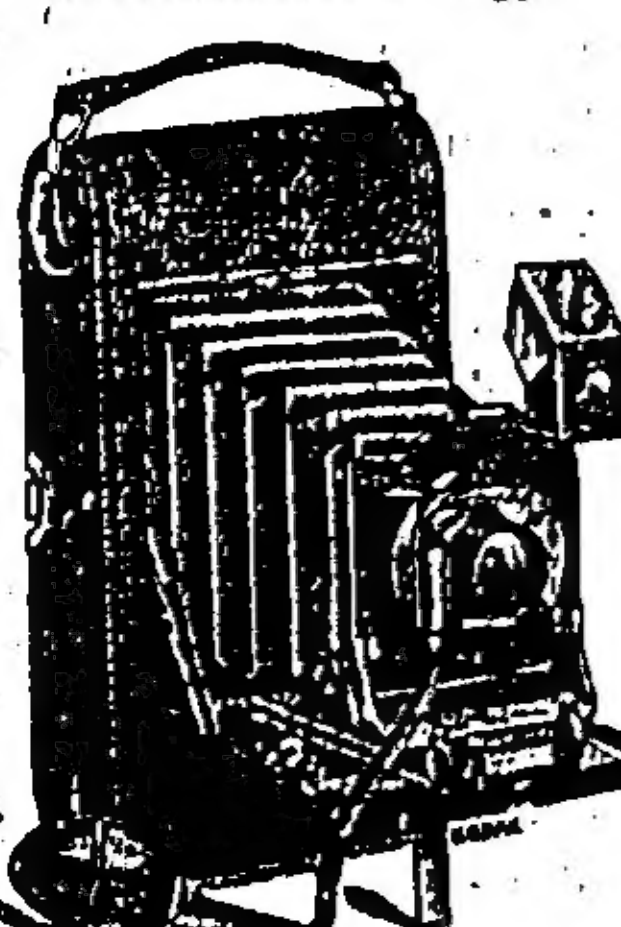
ESTABLISHED 1859.

FURNITURE,

GENERAL HOUSEHOLD

REQUISITES.

&c., &c., &c.



DEPOT

FOR

EASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.

AMATEUR WORK RECEIVES PROMPT AND CAREFUL ATTENTION.
Hongkong, 16th May, 1905

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected 'to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	{ \$1,000,000 \$9,500,000 \$250,000 \$12,755 \$150,000 }	\$1,699,777	{ \$1 15/- div. and £1 bonus @ ex. 2/10/16 =\$26.87 for 2nd half-year 1905	1 1/2 %	{ \$840 buyers London 402 \$47 cum call ab.
National Bank of China, Limited.	99,925	£7	£6	{ \$1,600,000 \$147,895 }	\$74,099	\$2 (London 3/6) for 1903		
MARINE INSURANCES.								
Canton Insurance Office, Limited.	10,000	\$250	\$50	{ \$1,600,000 \$147,895 }	\$211,540	\$20 for 1904	6 %	\$340
North China Insurance Company, Limited	10,000	£15	£5	{ Tls. 100,000 Tls. 50,000 }	Tls. 302,053	Interim div. of 7/6 @ ex. 2/10/15/16 Tls. 2.62 on account 1905	5 1/2 %	Tls. 90 sellers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	{ \$2,000,000 \$40,000 \$31,131 \$1,153,844 \$569,279 \$80,000 \$61,727 \$15,000 \$129,288 \$2,616 }	\$270,277	Interim div. of 1/3 for 1905	4 1/2 %	1810 buyers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	{ \$1,000,000 \$80,000 \$61,727 \$15,000 \$129,288 \$2,616 }	\$508,334	\$12 and \$3 special dividend for 1904	8 1/2 %	\$175 sellers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	70,000	\$100	\$20	{ \$6,000 \$564,038 \$88,941 \$250,000 \$600,000 \$154,331 \$170,000 \$180,918 \$1,999 }	\$6,563	\$14 for 1905	7 1/2 %	\$20 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,000,000 \$80,000 \$61,727 \$15,000 \$129,288 \$2,616 }	\$344,058	\$25 for 1904	7 1/2 %	\$317 1/2
SHIPPING.								
China and Manila Steamship Company, Limited	10,000	\$25	\$25	{ \$6,000 \$564,038 \$88,941 \$250,000 \$600,000 \$154,331 \$170,000 \$180,918 \$1,999 }	\$6,563	\$14 for 1905	7 1/2 %	\$20 buyers
Douglas Steamship Company, Limited	10,000	\$50	\$50	{ \$1,000,000 \$80,000 \$61,727 \$15,000 \$129,288 \$2,616 }	\$344,058	\$25 for 1904	7 1/2 %	\$317 1/2
Hongkong, Canton & Macao Steamboat Co., Ltd.	70,000	\$15	\$15	{ \$6,000 \$564,038 \$88,941 \$250,000 \$600,000 \$154,331 \$170,000 \$180,918 \$1,999 }	\$6,563	\$14 for 1905	7 1/2 %	\$20 buyers
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	{ \$1,000,000 \$80,000 \$61,727 \$15,000 \$129,288 \$2,616 }	\$344,058	\$25 for 1904	7 1/2 %	\$317 1/2
Shanghai Tug and Lighter Company, Limited	100,000	Tls. 50	Tls. 50	{ \$1,000,000 \$80,000 \$61,727 \$15,000 \$129,288 \$2,616 }	\$344,058	\$25 for 1904	7 1/2 %	\$317 1/2
Do. (Preference)	100,000	£1	£1	{ \$1,000,000 \$80,000 \$61,727 \$15,000 \$129,288 \$2,616 }	\$344,058	\$25 for 1904	7 1/2 %	\$317 1/2
"Shell" Transport and Trading Company, Limited	10,000	\$10	\$10	{ \$1,000,000 \$80,000 \$61,727 \$15,000 \$129,288 \$2,616 }	\$344,058	\$25 for 1904	7 1/2 %	\$317 1/2
"Star" Ferry Company, Limited	10,000	\$10	\$10	{ \$1,000,000 \$80,000 \$61,727 \$15,000 \$129,288 \$2,616 }	\$344,058	\$25 for 1904	7 1/2 %	\$317 1/2
Taku Tug and Lighter Company, Limited	10,000	Tls. 50	Tls. 50	{ \$1,000,000 \$80,000 \$61,727 \$15,000 \$129,288 \$2,616 }	\$344,058	\$25 for 1904	7 1/2 %	\$317 1/2
REFINERIES.								
China Sugar Refining Company, Limited	7,000	\$100	\$100	{ \$1,000,000 \$80,000 \$61,727 \$15,000 \$129,288 \$2,616 }	\$344,058	\$25 for 1904	7 1/2 %	\$317 1/2
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	{ \$1,000,000 \$80,000 \$61,727 \$15,000 \$129,288 \$2,616 }	\$344,058	\$25 for 1904	7 1/2 %	\$317 1/2
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ \$1,000,000 \$80,000 \$61,727 \$15,000 \$129,288 \$2,616 }	\$344,058	\$25 for 1904	7 1/2 %	\$317 1/2
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{ \$1,000,000 \$80,000 \$61,727 \$15,000 \$129,288 \$2,616 }	\$344,058	\$25 for 1904	7 1/2 %	\$317 1/2
Consolidated Mining Company, Limited	500,000	G \$10	G \$10	{ \$1,000,000 \$80,000 \$61,727 \$15,000 \$129,288 \$2,616 }	\$344,058	\$25 for 1904	7 1/2 %	\$317 1/2
South Australian Gold Mining Company, Limited	150,000	£1	£1	{ \$1,000,000 \$80,000 \$61,727 \$15,000 \$129,288 \$2,616 }	\$344,058	\$25 for 1904	7 1/2 %	\$317 1/2
DOCKS, WHARVES & GODOWNS.								
Fenwick (Gen.) & Co., Limited	18,000	£25	£25	{ \$1,000,000 \$80,000 \$61,727 \$15,000 \$129,288 \$2,616 }	\$344,058	\$25 for 1904	7 1/2 %	\$317 1/2
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	£50	£50	{ \$1,000,000 \$80,000 \$61,727 \$15,000 \$129,288 \$2,616 }	\$344,058	\$25 for 1904	7 1/2 %	\$317 1/2
Long and Whampoa Dock Company, Ltd.	10,000	£50	£50	{ \$1,000,000 \$80,000 \$61,727 \$15,000 \$129,288 \$2,616 }	\$344,058	\$25 for 1904	7 1/2 %	\$317 1/2
New Amoy Dock Company, Limited	10,000	£50	£50	{ \$1,000,000 \$80,000 \$61,727 \$15,000 \$129,288 \$2,616 }	\$344,058	\$25 for 1904	7 1/2 %	\$317 1/2
Shanghai Dock and Engineering Co., Ltd.	57,000	Tls. 100	Tls. 100	{ \$1,000,000 \$80,000 \$61,727 \$15,000 \$129,288 \$2,616 }	\$344,058	\$25 for 1904	7 1/2 %	\$317 1/2
Shanghai and Hongkew Wharf Company, Limited	32,000	Tls. 100	Tls. 100	{ \$1,000,000 \$80,000 \$61,727 \$15,000 \$129,288 \$2,616 }	\$344,058	\$25 for 1904	7 1/2 %	\$317 1/2
Yangtze Wharf and Godown Company, Limited	3,500	Tls. 100	Tls. 100	{ \$1,000,000 \$80,000 \$61,727 \$15,000 \$129,288 \$2,616 }	\$344,058	\$25 for 1904	7 1/2 %	\$317 1/2
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ \$1,000,000 \$80,000 \$61,727 \$15,000 \$129,288 \$2,616 }	\$344,058	\$25 for 1904	7 1/2 %	\$317 1/2
Star House Hotel Company, Limited (Shanghai)	7,000	£25	£25	{ \$1,000,000 \$80,000 \$61,727 \$15,000 \$129,288 \$2,616 }	\$344,058	\$25 for 1904	7 1/2 %	\$317 1/2
Central Stores, Limited	6,000	£15	£15	{ \$1,000,000 \$80,000 \$61,727 \$15,000 \$129,288 \$2,616 }	\$344,058	\$25 for 1904	7 1/2 %	\$317 1/2
Do. (new issue)	24,000	£15	£15	{ \$1,000,000 \$80,000 \$61,727 \$15,000 \$129,288 \$2,616 }	\$344,058	\$25 for 1904	7 1/2 %	\$317 1/2
Do. (Founders)	123	£15	£15	{ \$1,000,000 \$80,000 \$61,727 \$15,000 \$129,288 \$2,616 }	\$344,058	\$25 for 1904	7 1/2 %	\$317 1/2
Hongkong Hotel Company, Limited	7,000	\$50	\$50	{ \$1,000,000 \$80,000 \$61,727 \$15,000 \$129,288 \$2,616 }	\$344,058	\$25 for 1904	7 1/2 %	\$317 1/2
Hongkong Land Investment and Agency Co., Ltd.	100,000	Tls. 100	Tls. 100	{ \$1,000,000 \$80,000 \$61,727 \$15,000 \$129,288 \$2,616 }	\$344,058	\$25 for 1904	7 1/2 %	\$317 1/2
Hotel des Colonies Company, Limited	9,000	Tls. 25	Tls. 25	{ \$1,000,000 \$80,000 \$61,727 \$15,000 \$129,288 \$2,616 }	\$344,058	\$25 for 1904	7 1/2 %	\$317 1/2
Hotel Metropole Company, Limited	2,000	Tls. 100	Tls. 100	{ \$1,000,000 \$80,000 \$61,727 \$15,000 \$129,288 \$2,616 }	\$344,058	\$25 for 1904	7 1/2 %	\$317 1/2
Empire Estate & Finance Company, Limited	100,000	£10	£10	{ \$1,000,000 \$80,000 \$61,727 \$15,000 \$129,288 \$2,616 }	\$344,058	\$25 for 1904	7 1/2 %	\$317 1/2
Lowland Land and Building Company, Limited	6,000	\$50	\$50	{ \$1,000,000 \$80,000 \$61,727 \$15,000 \$129,288 \$2,616 }	\$344,058	\$25 for 1904	7 1/2 %	\$317 1/2
Shanghai Land Investment Company, Limited	12,000	Tls. 50	Tls. 50	{ \$1,000,000 \$80,000 \$61,727 \$15,000 \$129,288 \$2,616 }	\$344,058	\$25 for 1904	7 1/2 %	\$317 1/2
West Point Building Company, Limited	12,500	\$50	\$50	{ \$1,000,000 \$80,000 \$61,727 \$15,000 \$129,288 \$2,616 }	\$344,058	\$25 for 1904	7 1/2 %	\$317 1/2
COTTON MILLS.								
Two Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ \$1,000,000 \$80,000 \$61,727 \$15,000 \$129,288 \$2,616 }	\$344,058	\$25 for 1904	7 1/2 %	\$317 1/2
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	{ \$1,000,000 \$80,000 \$61,727 \$15,000 \$129,288 \$2,616 }	\$344,058	\$25 for 1904	7 1/2 %	\$317 1/2
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ \$1,000,000 \$80,000 \$61,727 \$15,000 \$129,288 \$2,616 }	\$344,058	\$25 for 1904	7 1/2 %	\$317 1/2
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ \$1,000,000 \$80,000 \$61,727 \$15,000 \$129,288 \$2,616 }	\$344,058	\$25 for 1904	7 1/2 %	\$317 1/2
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	{ \$1,000,000 \$80,000 \$61,727 \$15,000 \$129,288 \$2,616 }	\$344,058	\$25 for 1904	7 1/2 %	\$317 1/2
MISCELLANEOUS.								
Anglo-German Brewery Company, Limited	4,000	\$100	\$100	{ \$1,000,000 \$80,000 \$61,727 \$15,000 \$129,288 \$2,616 }	\$344,058	\$25 for 1904	7 1/2 %	\$317 1/2
Pella's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	{ \$1,000,000 \$80,000 \$61,727 \$15,000 \$129,288 \$2,616 }	\$344,058	\$25 for 1904	7 1/2 %	\$317 1/2
Campbell, Moore & Co., Limited	1,200	\$10	\$10	{ \$1,000,000 \$80,000 \$61,727 \$15,000 \$129,288 \$2,616 }	\$344,058	\$25 for 1904	7 1/2 %	\$317 1/2
China-Borneo Company, Limited	60,000	\$12	\$12	{ \$1,000,000 \$80,000 \$61,727 \$15,000 \$129,288 \$2,616 }	\$344,058	\$25 for 1904	7 1/2 %	\$317 1/2
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	{ \$1,000,000 \$80,000 \$61,727 \$15,000 \$129,288 \$2,616 }	\$344,058	\$25 for 1904	7 1/2 %	\$317 1/2
China Light and Power Company, Limited	50,000	\$10	\$10	{ \$1,000,000 \$80,000 \$61,727 \$15,000 \$129,288 \$2,616 }	\$344,058	\$25 for 1904	7 1/2 %	\$317 1/2
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	{ \$1,000,000 \$80,000 \$61,727 \$15,000 \$129,288 \$2,616 }	\$344,058	\$25 for 1904	7 1/2 %	\$317 1/2
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	{ \$1,000,000 \$80,000 \$61,727 \$15,000 \$129,288 \$2,616 }	\$344,058	\$25 for 1904	7 1/2 %	\$317 1/2
Green Island Cement Company, Limited	150,000	\$10	\$10	{ \$1,000,000 \$80,000 \$61,727 \$15,000 \$129,288 \$2,616 }	\$344,058	\$25 for 1904	7 1/2 %	\$317 1/2
Hall & Holtz, Limited	21,000	\$20	\$20	{ \$1,000,000 \$80,000 \$61,727 \$15,000 \$129,288 \$2,616 }	\$344,058	\$25 for 1904	7 1/2 %	\$317 1/2
Hongkong Electric Company, Limited	60,000	\$10	\$10	{ \$1,000,000 \$80,000 \$61,727 \$15,000 \$129,288 \$2,616 }	\$344,058	\$25 for 1904	7 1/2 %	\$317 1/2
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	{ \$1,000,000 \$80,000 \$61,727 \$15,000 \$129,288 \$2,616 }	\$344,058	\$25 for 1904	7 1/2 %	\$317 1/2
Hongkong Ice Company, Limited	5,000	12s	12s	{ \$1,000,000 \$80,000 \$61,727 \$15,000 \$129,288 \$2,616 }	\$344,058	\$25 for 1904	7 1/2 %	\$317 1/2
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	{ \$1,000,000 \$80,000 \$61,727 \$15,000 \$129,288 \$2,616 }	\$344,058	\$25 for 1904	7 1/2 %	\$317 1/2
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	{ \$1,000,000 \$80,000 \$61,727 \$15,000 \$129,288 \$2,616 }	\$344,058	\$25 for 1904	7 1/2 %	\$317 1/2
Maatschappij tot Nijver- Bosch- en Landbouw- exploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	{ \$1,000,000 \$80,000 \$61,727 \$15,000 \$129,288 \$2,616 }	\$344,058	\$25 for 1904	7 1/2 %	\$317 1/2
Philippine Company, Limited	67,500	\$10	\$10	{ \$1,000,000 \$80,000 \$61,727 \$15,000 \$129,288 \$2,616 }	\$344,058	\$25 for 1904	7 1/2 %	\$317 1/2
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	{ \$1,000,000 \$80,000 \$61,727 \$15,000 \$129,288 \$2,616 }	\$344,058	\$25 for 1904	7 1/2 %	\$317 1/2
Shanghai Horse Bazaar Co., Ltd.	5,400	Tls. 50	Tls. 50	{ \$1,000,000 \$80,000 \$61,727 \$15,000 \$129,288 \$2,616 }	\$344,058	\$25 for 1904	7 1/2 %	\$317 1/2
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	{ \$1,000,000 \$80,000 \$61,727 \$15,000 \$129,288 \$2,616 }	\$344,058	\$25 for 1904	7 1/2 %	\$317 1/2
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ \$1,000,000 \$80,000 \$61,727 \$15,000 \$129,288 \$2,616 }	\$344,058	\$25 for 1904	7 1/2 %	\$317 1/2
Shanghai Waterworks Company, Limited	{ 7,200 7,200 6,000 20,000 }	{ £20 £20 £25 £5 }	{ £20 £20 £25 £5 }	{ \$1,000,000 \$80,000 \$61,727 \$15,000 \$129,288 \$2,616 }	{ \$344,058 \$344,058 \$344,058 \$344,058 }	{ \$25 for 1904 \$25 for 1904 \$25 for 1904 \$25 for 1904 }	{ 7 1/2 % 7 1/2 % 7 1/2 % 7 1/2 % }	{ Tls. 110 Tls. 110 Tls. 110 Tls. 110 }
United Asbestos Oriental Agency, Limited (Founders)	9,000	\$10	\$10	{ \$1,000,000 \$80,000 \$61,727 \$15,000 \$129,288 \$2,616 }	\$344,058	\$25 for 1904	7 1/2 %	\$317 1/2
Do.	100	\$10	\$10	{ \$1,000,000 \$80,000 \$61,727 \$15,000 \$129,288 \$2,616 }	\$344,058	\$25 for 1904	7 1/2 %	\$317 1/2
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	{ \$1,000,000 \$80,000 \$61,727 \$15,000 \$129,288 \$2,616 }	\$344,058	\$25 for 1904	7 1/2 %	\$317 1/2
William Powell, Limited	15,000	\$10	\$10	{ \$1,000,000 \$80,000 \$61,727 \$15,000 \$129,288 \$2,616 }	\$344,058	\$25 for 1904	7 1/2 %	\$317 1/2
DIVIDENDS PAYABLE								
Hongkong Land Investment Co., Ltd.	\$3 1/2							25th July
West Point Building Co., Ltd.	\$2							do.
Shanghai Waterworks Co., Ltd.	15/-							27th July
do. do. (new)	5/-							do.
Hongkong Ice Co., Ltd.	\$4							2nd August
Shanghai Pulp and Paper Co., Ltd.	Tls. 5							6th August